

Calhoun Road Improvements

**North Ave. to Capitol Dr.
Public Involvement Meeting #2
August 10, 2017**





Meeting Purpose

- **Introduce the project team**
- **Review the project background**
- **Recap input received at Public Meeting #1**
- **Explain project purpose and need**
- **Present improvement alternatives**
- **Gather feedback from you**
- **Answer questions**



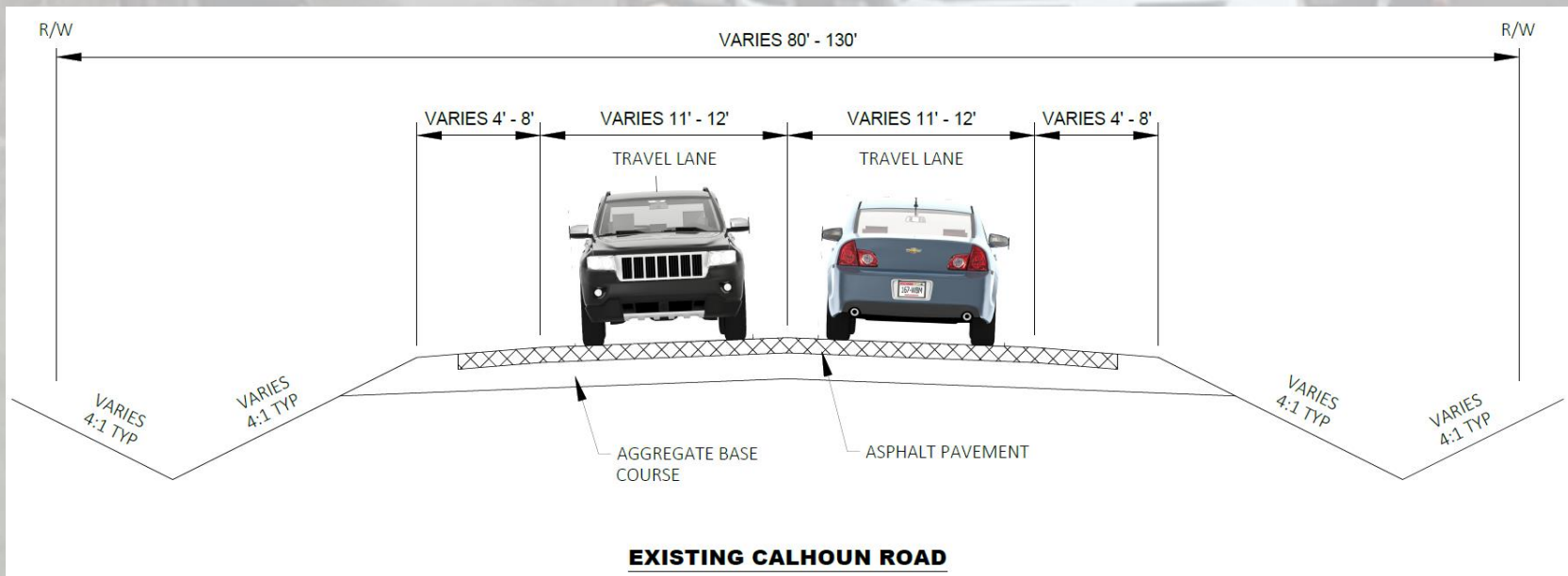
Project Team

- **City of Brookfield:**
 - **Tom Grisa – Director of Public Works**
 - **Jeff Chase – City Engineer**
- **R.A. Smith National:**
 - **Brad Severson – Project Manager**
 - **Doug Senso – Design Engineer**
 - **Dan Whitefoot – Design Engineer**
 - **Pat Hawley – Traffic Engineer**
 - **Dan Dupies – Environmental Specialist**



Project Background

- Project limits: North Ave (County M) to Capitol Dr (WIS 190)
- 2016 traffic: 16,400 to 13,600 vehicles per day
- 2041 traffic: 18,900 to 15,200 vehicles per day
- Posted speed: 35 mph





Public Involvement Meeting #1 Recap

- **Held on May 17, 2017**
- **47 residents, property owners, local officials, and business representatives**
- **Provided overview of the roadway deficiencies in the Calhoun Road corridor**



Issues Raised by You at PIM #1

- **Difficulty getting onto Calhoun from side roads and driveways**
- **Safety concerns with slowing/waiting to turn into side roads and driveways**
- **The Burleigh intersections require some type of control**
- **Drainage issues**



Issues Raised by You at PIM #1

- **Railroad crossings—improved, but still problematic**
- **Desire for bike and pedestrian facilities**
- **Sight distance concerns**
- **Pavement condition**



Purpose of the Project

- Improve the efficiency of Calhoun Road and intersecting side roads
- Remove deficiencies that compromise safety and lessen the dependability of the road.





Project Needs – Improve Efficiency

- Accommodate current and future traffic
- Be consistent with Regional Transportation Planning
- Remove turning vehicles from through lanes





Project Needs – Improve Efficiency

- **Intersection operations**
 - **Currently, 7 out of 15 intersections experience unacceptable delays**
 - **In the design year (2041), 12 out of 15 intersections will experience unacceptable delays**
- **Railroad crossing backups**
 - **Up to 0.5 mile**





Project Needs – Address Deficiencies

- **Fix deteriorated pavement**
- **Provide adequate sight distances**
- **Eliminate roadside hazards**





Project Needs – Address Deficiencies

- **Resolve rough railroad crossings**
- **Deliver continuous bike and pedestrian facilities**
- **Provide safe, efficient emergency services route**



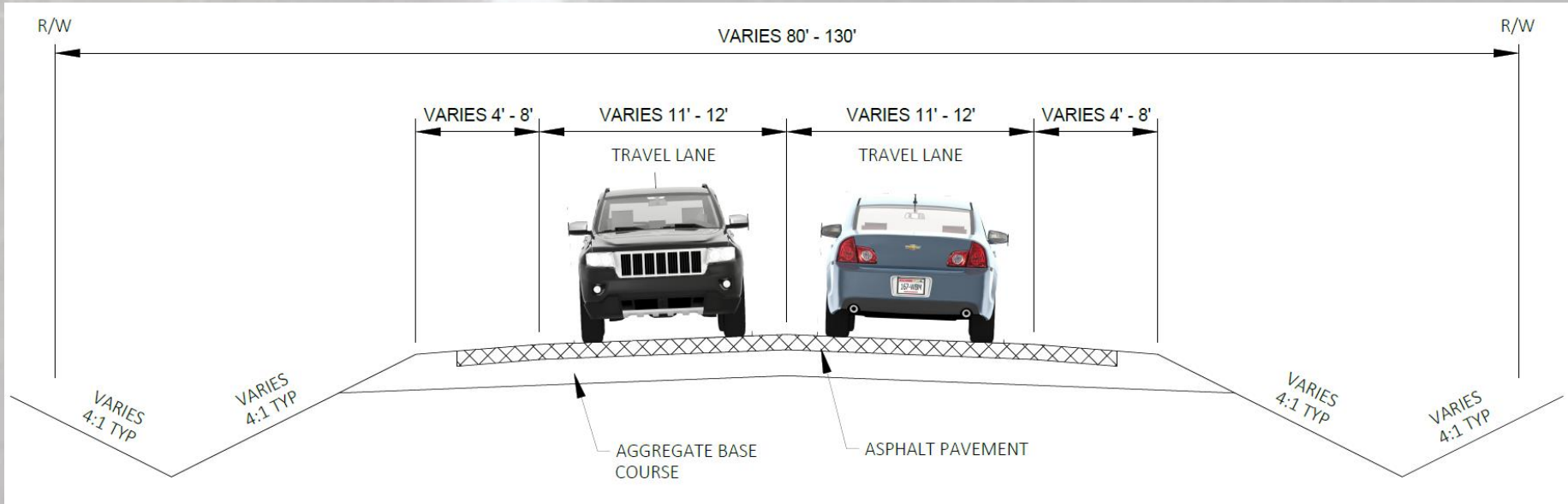


Alternatives Considered

- **No-Build**
- **Three-Lane Two-Way Left Turn Lane**
- **Four-Lane Undivided**
- **Four-Lane Divided**



No-Build Alternative



- Maintains existing roadway geometrics
- May include routine maintenance
- No real estate needs

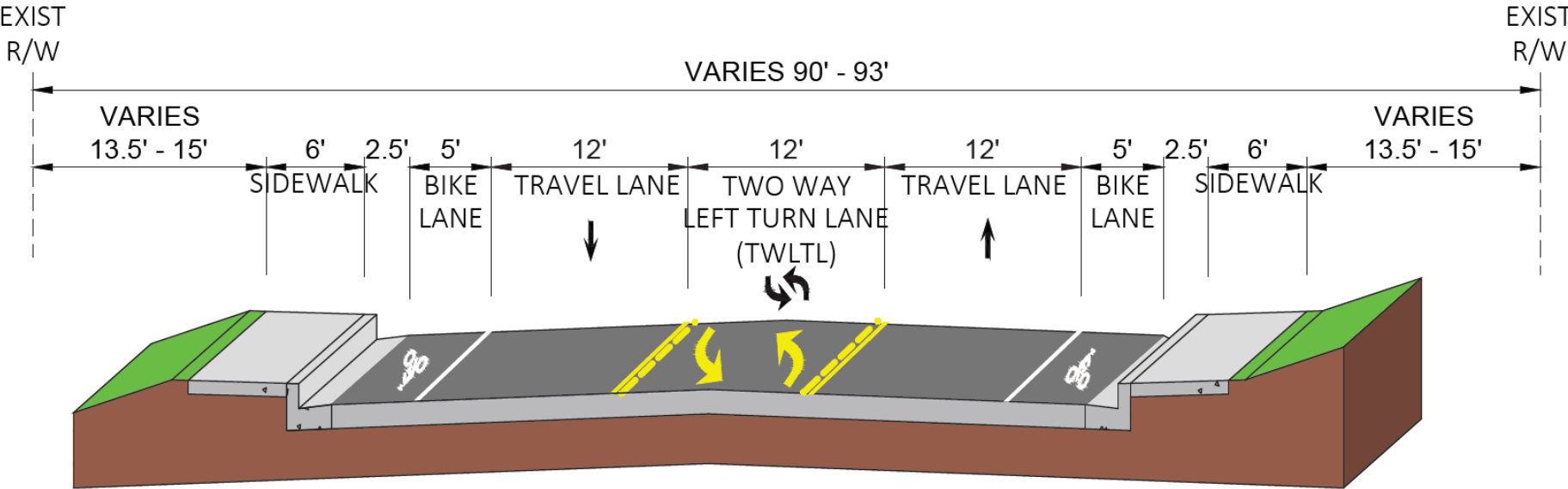
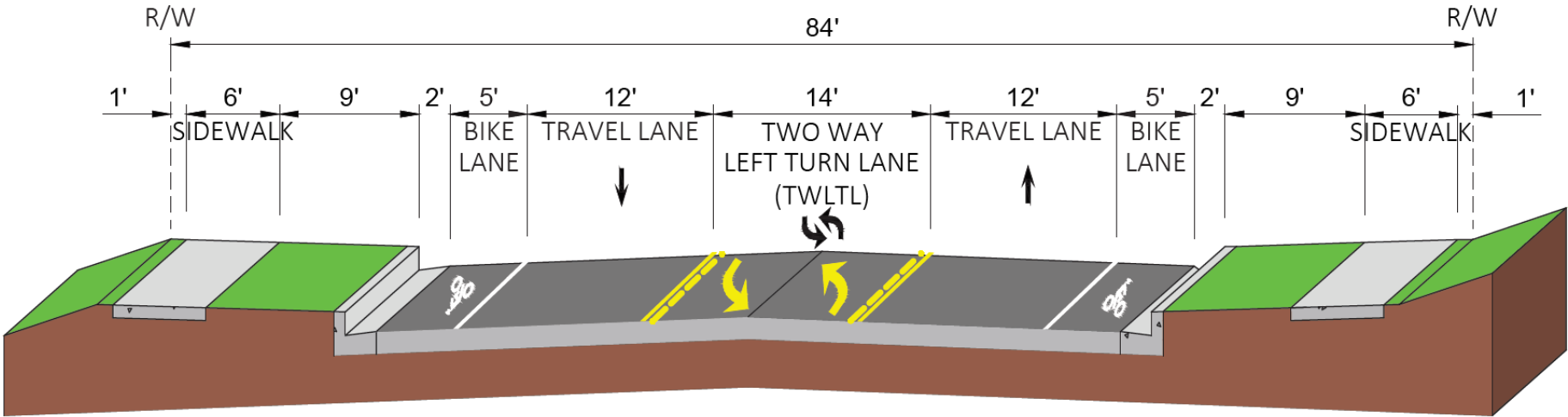


No-Build Alternative

- **Advantages:**
 - **No real estate needs**
 - **No wetland or floodplain impacts**
 - **Lowest construction cost**
- **Disadvantages:**
 - **12 intersections with unacceptable delays**
 - **25.7% predicted increase in crashes**
 - **No new turn lanes**
 - **Queues from the railroad crossing will exceed 4000 feet, extending beyond North Avenue**



Alt 1: Three-lane Two-Way Left Turn Lane





Alt 1: Three-Lane TWLTL Advantages

- **Less real estate, floodplain, and wetland impacts than other build alternatives**
- **Provides turn lanes at intersections**
- **Separates northbound and southbound through lanes**



Alt 1: Three-Lane TWLTL Disadvantages

- **3 intersections with unacceptable delays (Pick N Save / Sunnycrest Drive, Burleigh Road, Pheasant Drive)**
- **10.8% predicted *increase* in crashes (25.7% increase for no-build alternative)**
- **Queues from the railroad crossing will exceed 4000 feet, extending beyond North Avenue**

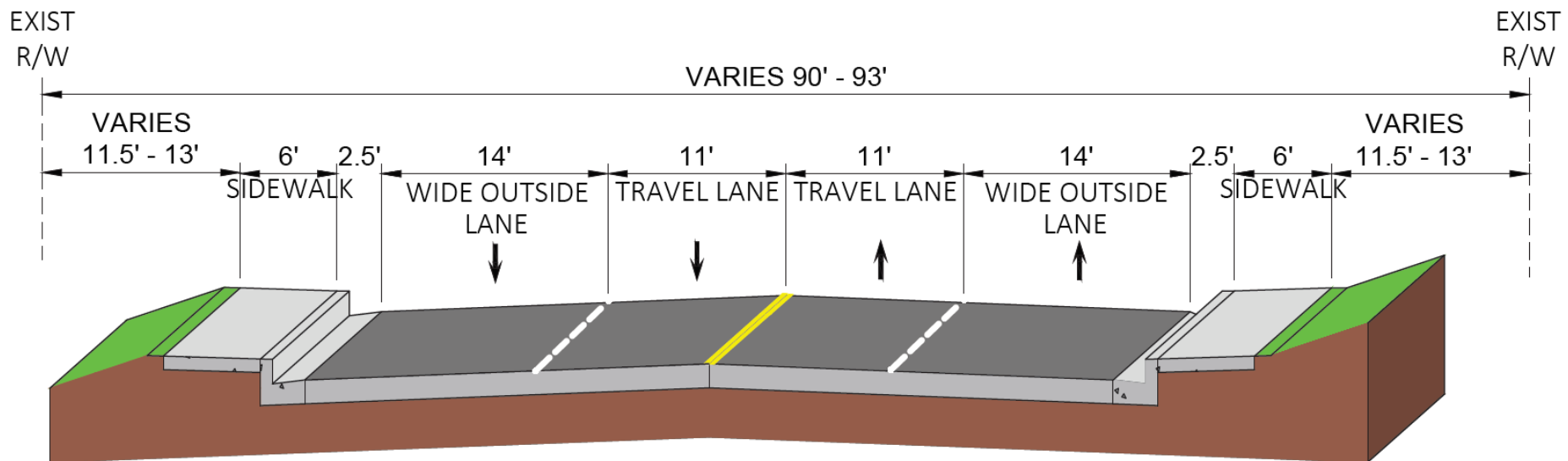
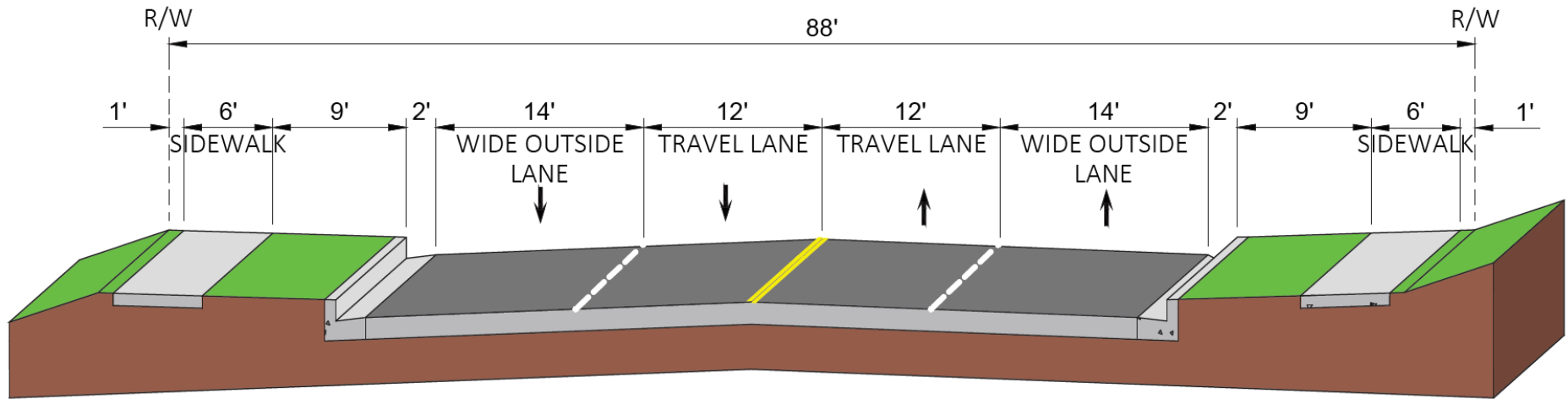


Alt 1: Three-Lane TWLTL Disadvantages

- **Not consistent with Regional Transportation Planning**
- **Queues from new traffic signal at Burleigh Place would block Martha Dr, Country Ln, and Vanderbilt St**
- **Does not allow safe two-stage left-turns from side roads**



Alt 2: Four-Lane Undivided





Alt 2: Four-Lane Undivided Advantages

- **Moderate real estate, floodplain, and wetland impacts**
- **Consistent with Regional Transportation Planning**
- **Queues from the railroad crossing will be less than 2000 feet (less than half of the no-build and three-lane TWLTL alternatives)**



Alt 2: Four-Lane Undivided Disadvantages

- **5 intersections with unacceptable delays (St. James Rd, Vanderbilt St, Burleigh Rd, River Birch Drive, and Pheasant Dr)**
- **Does not allow two stage left-turns from side roads**
- **Will not significantly reduce side road delays**

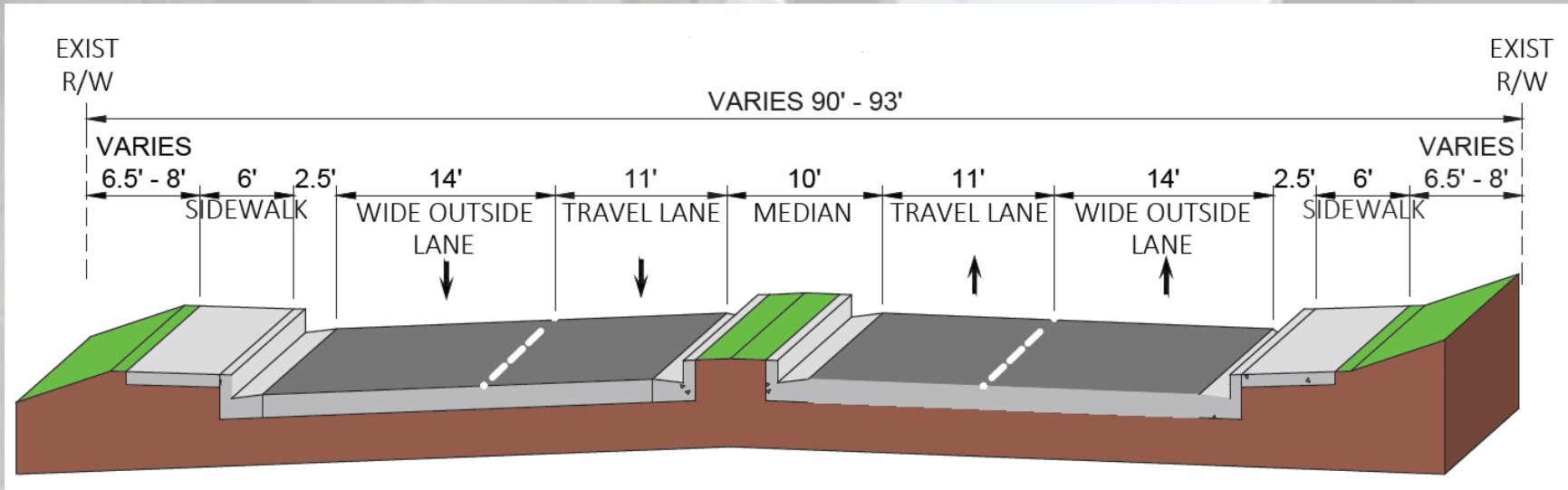
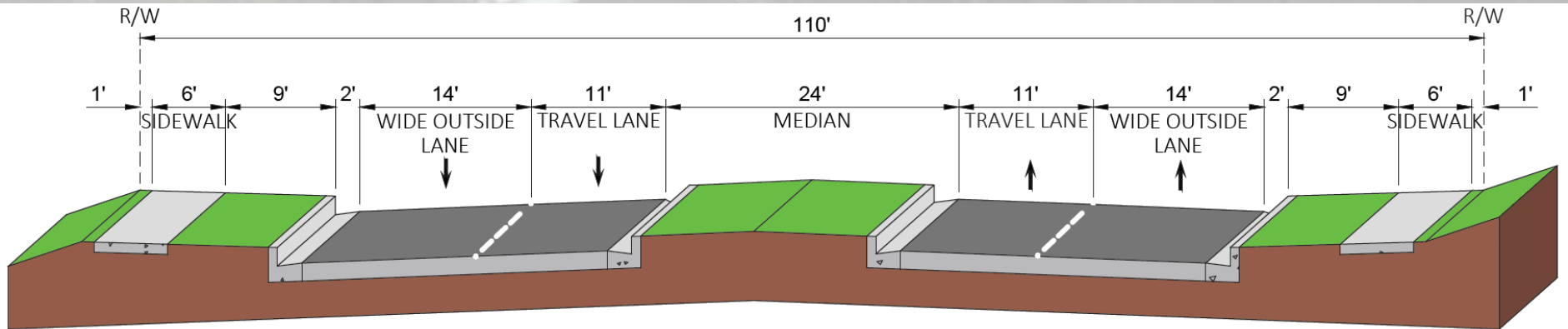


Alt 2: Four-Lane Undivided Disadvantages

- **Least safe alternative**
 - **29.4% predicted *increase* in crashes (25.7% increase for no-build alternative)**
 - **No left turn lanes at intersections**
 - **No separation between northbound and southbound through lanes**



Alt 3: Four-Lane Divided





Alt 3: Four-Lane Divided Advantages

- **All intersections would have acceptable operations**
- **Allows two stage left-turns from side roads**
- **Reduces side road delays and queues**
- **Consistent with Regional Transportation Planning**



Alt 3: Four-Lane Divided Advantages

- **Queues from the railroad crossing will be less than 2000 feet (less than half of the no-build and three-lane alternatives)**
- **Safest alternative**
 - **20.8% predicted *decrease* in crashes**
 - **Provides left turn lanes at side roads**
 - **Separates northbound and southbound through lanes**
- **Preferred by emergency services**



Alt 3: Four-Lane Divided Disadvantages

- **Restricts left turns at some driveways and side roads (advantage or disadvantage?)**
- **Largest impacts to:**
 - **Real estate**
 - **Floodplain**
 - **Wetlands**



Alternative Comparison

Category	No Build	Alternative 1 3-Lane TWLTL	Alternative 2 4-Lane Undivided	Alternative 3 4-Lane Divided
Impacts to the Environment				
Wetland Area Disturbed	0.00 Acres	0.75 Acres	0.83 Acres	1.38 Acres
Floodplain	0.00 Acres	0.08 Acres	0.10 Acres	0.18 Acres
New Right of Way Required	0.00 Acres	0.58 Acres	1.14 Acres	2.89 Acres
Potential Residential Relocations	0	1	1	1
Ability to Meet Future Traffic (2041) Needs				
Number of Intersections with unacceptable delays	12	3	5	0
Queuing along Calhoun Road at railroad crossings	4000 feet	4000 feet	2000 feet	2000 feet
Accommodates 2-Stage Left Turn Movements from Side Streets	No	No	No	Yes
Near and Long Term Safety				
Predicted Annual Change in Crashes (Compared to 2016)	+25.7%	+10.8%	+29.4%	-20.8%
Provides Left Turn Lanes at Side Street Intersections	No	Yes	No	Yes
Separates Northbound and Southbound Through Lanes	No	Yes	No	Yes
Addresses Route Importance				
Consistent with SEWRPC Transportation Improvement Plan	No	No	Yes	Yes
Preferred by Emergency Responders (Fire & Police)	No	No	No	Yes
Category's Lowest Impact or Best Result				



Next Steps

We are here in the process.



Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Data Gathering Environmental Investigations	Develop/ Refine/ Evaluate Alternatives	Select Preferred Alternative	Environmental Document Preliminary Design	Final Design Real Estate Acquisition	Project Bidding & Award Construction



Comments Welcome

- **Project Website:**
<http://tinyurl.com/calhounrd>
- **Submit comments or mail to:**
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**THANK YOU FOR
ATTENDING**

GENERAL QUESTIONS